



International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

Regional Aviation Safety Group – Panamerica

RASG-PA/12

Final Report

Salvador, Bahía, 14 and 15 November 2022

Prepared by the Secretariat

November 2022

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SUMMARY OF THE MEETING

ii.1. **Location and Duration of the Meeting**

ii.1.1 The twelfth plenary meeting of the Regional Aviation Safety Group - Pan America (RASG-PA 12) was held in Salvador de Bahia, Brazil, 14 – 15 November 2022. On the afternoon of November 15, 2022, a joint session of the Plenaries of the Regional Planning and Implementation Group CAR/SAM (GREPECAS) and the RASG-PA.

ii.2 **Opening Ceremony**

ii.2.1 Mr. Fabio Rabbani, Regional Director of the ICAO SAM Office and Secretary of RASG-PA, welcomed the participants and expressed the satisfaction to have the opportunity to meet again in person. He also highlighted the progress that the group has made the last year.

ii.2.2 Mr. Julio Siu, Regional Deputy Director of the ICAO NACC Office also welcomed the participants to the meeting, and mentioned that this was the first time that a plenary meeting of the RASG-PA and GREPECAS was held jointly and person.

ii.2.3 Mr. Javier Vanegas, Co-chair of the RASG-PA, also welcomed the RASG-PA members and highlighted the work of the group, as well as the support received by the Secretariat to the achievements obtained.

ii.3 **Organization, Officials and the Secretariat**

ii.3.1 The Meeting was chaired by Mr. Wagner de Souza (Brazil), Co-Chaired by a representative of the United States, and Mr. Javier Vanegas (CANSO), Co-Chair representing the Industry and International Organizations. Mr. Rabbani served as Secretary of the Meeting and was assisted by Mr. Javier Puente, Regional Safety Implementation Officer of the SAM Regional Office, and Mr. Oliver Lopez, Accident Investigation Officer, Regional Office ICAO NACC. The Meeting was held onsite.

ii.1 **Working Languages**

ii.4.1 The working languages and the documentation of the meeting were in English and Spanish.

ii.5 **Agenda**

ii.5.1 The following agenda was adopted:

Session 1 – November 14, 2022**Agenda item 1 – Administrative matters of RASG-PA**

Review of the state of implementation of the ESC Conclusions and Decisions, as well as a summary of PA-RAST and SMRT activities.

Agenda item 2 – Status of GASP implementation in the Pan American Region

GASP implementation status and implementation progress in the last year in the Pan American Region, based on the status of the RASG-PA indicators.

Agenda item 3 – Application problems and possible solutions

Presentation of the projects and activities that are being carried out to mitigate the implementation gaps of the GASP.

Agenda item 4 – Status of the Projects and Status of the Operational Security Improvement Initiatives of RASG-PA

Presentation of the projects and activities that are being carried out to address the regional safety priorities and a summary of new Security products or deliverables that are available since the last plenary meeting.

Session 2 – November 15, 2022 (Morning)**Agenda item 5 – Specific measures and improvements requiring consideration by the ANC and the Council**

Identification of specific elements of regional implementation that may require intervention by the ANC and/or the ICAO Council to obtain an appropriate opportune and timely solution

Agenda item 6 – Specific recommendations to the ICAO Council for future improvement GASP editions

Concrete recommendations to the ICAO Council to improve future editions of the GASP, which would facilitate or strengthen regional implementation activities.

At the end of session 2, a presentation was given with the draft conclusions/decisions of the meeting RASG-PA/12.

Session 3 – November 15, 2022 (Afternoon) – Joint session RASG-PA/GREPECAS**Agenda item 7 – Coordination Aspects between RASG-PA and GREPECAS**

Report on the joint activities developed by RASG-PA and GREPECAS, and report on those activities in which follow-up coordination of both regional groups within their respective work programmes.

ii.6 Attendance

ii.6.1 The Meeting was attended by 44 participants from 14 States, and 9 participants from International organizations and industry. A total of 61 participants including the Secretariat. The list of participants is shown on page iii-1.

ii.7 Conclusions and Decisions

ii.7.1 The RASG-AP records its activities in the form of Conclusions and Decisions of the following way:

The **conclusions** deal with matters which, in accordance with the terms of reference of the Group, deserve the direct attention of States/Territories and/or International Organizations, which require further necessary measures that the Secretary will have to raise in accordance with established procedures.

Decisions relate only to matters dealing with internal organization of the work of the Group and its Subsidiary Bodies.

ii.8 List of Conclusions

Number	Title	Page
C1/2022	Promotion of RASG-PA products	1-2
C2/2022	Approval of the RASG-PA indicators.	2-1
C3/2022	Indicator on the use of Industry programs.	3-1
C4/2022	List of RASG-PA projects	4-2
C5/2022	Proposed amendments to the SARPs by RASGs	5-2
C6/2022	Strengthening of the governance of the ACC	5-2
C7/2022	Development of an iPack for the implementation of SSP	5-2
C8/2022	Harmonization of the indicators to notify ICAO	6-1
C9/2022	Approval of the GTE/MAC Terms of Reference	8-2
C10/2022	Socialization of Doc 8126 Part I – Manual AIS	8-2
C11/2022	NAM/CAR/SAM Workshop on interference mitigation in the operation of radio altimeters due to 5G technology.	8-2
C12/2022	Coordinated activities between RASG-PA and GREPECAS	8-3
C13/2022	Survey on the annual RASG-PA/GREPECAS Meeting	8-3
C14/2022	Management of Safety KPIS in the framework of joint work GREPECAS/RASG-PA	8-4
C15/2022	Ad-hoc GASP-GANP group on GASP and GANP indicators	8-4

ii.9 List of Decisions

Number	Title	Page
D1/2022	Updating of the RASG-PA indicators	

iii. List of Participants**ARGENTINA**

1. Mariana Huber
2. Enrique Pagniez
3. Mariela Agis
4. Monica Leandra Pozzuto

ARUBA

5. Bryan Franca

BARBADOS

6. Roderick Oliver

BRAZIL / BRASIL

7. Enídio Arestides Dos Santos
8. Ricardo Ruiz Santos de Brito
9. Luiz Henrique Tanaka
10. José Vagner Vital
11. Felipe Carvalho

CANADA / CANADÁ

12. Andrew Larsen

CHILE

13. Eduardo A. Peña
14. Francisco J. Uzieda

COLOMBIA

15. Harlen Mejía Oliveros

EL SALVADOR

16. Andrea Ivette López Moreira
17. Marco Antonio Henríquez

UNITED STATES / ESTADOS UNIDOS

18. Nicholas Reyes
19. Warren Randolph
20. Christopher Barks
21. Gerardo Hueto

22. Angel Luna
23. Michelle Westover
24. Robert Trent Bigler
25. Nicole Mikel-Brumfield
26. Michele Merkle
27. Coleen Hawrysko
28. Gerardo Hueto

GUATEMALA

29. Juan Carlos Alvarado Castellanos

PANAMA / PANAMÁ

30. Agustín Zúniga
31. Iván de León
32. Ivette M. Iturrado

DOMINICAN REPUBLIC / REPÚBLICA DOMINICANA

33. Anabelle Paulino
34. Carlos Alcántara
35. Héctor Elie Porcella

URUGUAY

36. Coronel Alejandro Trujillo
37. Rosanna Barú Banchier

VENEZUELA

38. Juan Manuel Teixeira
39. Daniela Caraballo
40. David Romero

BOEING

41. Wilfredo Wil
42. Fabio Catani
43. Michael Snover

CANSO

44. Javier Vanegas

COCESNA

45. Roger Pérez
46. Alejandro Mena

EMBRAER

47. Paulo Manoel Bazaboni

IATA

48. Julio Pereira

49. Jose Ruiz

IFALPA

50. Diana Martinez

51. Marcelo Cerioti

ICAO/OACI

52. Fabio Rabbani

53. Oscar Quesada

54. Julio Siu

55. Javier Puente

56. Roberto Sosa

58. Oliver López

iv. **Documentation List**

iv.1 All the documentation of the Meeting is available at the following web link:

<https://www.icao.int/RASGPA/Pages/MeetingDocumentation.aspx?m=2022-RASGPA12>

Number	Agenda item	Title of the Study Note	Date	Presented by:
WP/01	-----	Agenda	28-10-2022	Secretariat
WP/02	1	Executive Steering Committee (ESC) Summary on PA-RAST and SMRT activities	08-11-2022	Secretariat
WP/03	2	Status of operational security indicators RASG-PA	02-11-2022	Secretariat
WP/04	2	Implementation gaps and possible solutions.	02-11-2022	Secretariat
WP/05	4	Status of projects and other improvement of operational safety (SEI) initiatives of RASG-PA	07-11-2022	Secretariat
WP/06	5	Specific measures and improvements that require consideration of the Navigation Commission Air (ANC) and ICAO Council	07-11-2022	Secretariat
WP/08	6	Harmonization of regional indicators of implementation of the GASP for the annual report to the ANC	09-11-2022	Secretariat
WP/09	8	Council review of the PIRG and RASG reports	28-10-2022	Secretariat
WP/10		Coordinated activities between RASGPA and GREPECAS	09-11-2022	Secretariat

Number	Agenda item	Title of the Study Note	Date	Presented by:
IP/02	1	Follow-up to the conclusions and decisions of the RASG-PA and the Executive Steering Committee (ESC)	02-11-2022	Secretariat
IP/03	2	United States National Aviation Safety Plan	28-10-2022	USA
IP/04	2	Subcommittee on Runway Safety	10-11-2022	ACI-LAC
IP/05	7	Financial statements and support to the RASG-PA	07-11-2022	Secretariat
IP/06	4	Proposal for a workshop on 5G interference of the ICAO NACC/SAM Regional	04-11-2022	BOEING
IP/07	7	Restructuring of the Mexican airspace	14-11-2022	México
IP/08	7	Implementation of the Regional Collaborative Group State safety management of the COCESNA Member States	14-11-2022	COCESNA
IP/09	7	Cooperation of exchange of inspectors between COCESNA and the civil aviation authorities of the Member States for assistance and advice in Operational security	14-11-2022	COCESNA

Agenda item 1 Administrative aspects of RASG-PA

1.1 Through WP/02, the Secretariat, on behalf of the Executive Steering Committee (ESC) presented a summary of the activities of PA-RAST and SMRT over the past year.

PA-RAST Activities

1.2 The activities were presented divided into two groups, the activities completed in the last year, and the activities that are in development:

- (a) Activities completed last year
 - i. Runway Safety (RS) - RASGPA Safety Circular (RSA07) - "Compatibility problems between the required landing performance and the definition of the touchdown zone"
 - ii. Controlled Flight into terrain (CFIT) - RASGPA Safety Circular (RSA08) "Mitigation of CFIT type accidents"
 - iii. Loss of control in flight (LOC-I) – RASGPA Safety Circular "Awareness of the modes and aspects of management of the energy state of the automated Flight deck"
 - iv. Mid Air Collision – "Formalization of Terms of Reference and methodology of collaboration between the GTE and the PA-RAST"
 - v. PA-RAST Strategy for Collaborative Safety Teams

- (b) Ongoing activities:
 - i. Collection of tools to mitigate the effects of turbulence (RASGPA turbulence toolkit)
 - ii. Analysis of the risks associated with the condition of the pavements of certain runways in Peru
 - iii. Guide for the implementation of CSTs.

1.3 Additionally, the situation of the different Collaborative Teams of Operational Safety (CSTs) to which PA-RAST offers assistance and advice.

Activities of the SMRT

1.4 The SMRT, in accordance with its functions, complied with keeping the RASG-PA updated and prepared the Annual Safety Report of the RASG-PA.

1.5 The Meeting acknowledged the work done by PA-RAST and SMRT over the past year, and highlighted the high number of deliverables produced. They also highlighted the contribution of the Secretariat to Manage and monitor the progress of projects and activities.

1.6 It was mentioned, as on previous occasions, that the RASG-PA still has a weakness relative to their ability to adequately communicate the availability of their products. As such, the possibility to determine whether products reach end-users, and whether the end-users implement or consider these useful.

1.7 The Secretariat reported that during the next meeting of PA-RAST in February 2023, the Team plans to discuss the establishment of indicators to measure the impact of its products. The proposal of indicators will be submitted to the ESC for approval.

1.8 Members of the RASG-AP were also invited to submit feedback to the Secretariat in order to improve the dissemination strategy.

1.9 Thus, the Meeting agreed to adopt the following Conclusion:

Decision: PROMOTION OF RASG-PA PRODUCTS	
RASG-PA 12/C1/2022	
<p>That:</p> <p>The Regional Offices, the international organizations and Industry communicate the RASG-PA and SMRT products available to the members through official channels. In addition, all members of the RASG-PA are invited to bring forward promotional campaigns for the dissemination of the product availability.</p>	<p>Expected Impact:</p> <p><input type="checkbox"/> Political/Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economical</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operacional/Technical</p>
<p>Why: To communicate the availability of resources produced by RASG-PA teams</p>	
<p>When: Immediately</p>	<p>Status: Valid</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> Industry/Organizations <input checked="" type="checkbox"/> RASG-PA Secretariat <input checked="" type="checkbox"/> ICAO NACC</p>	<p>Responsible: Secretariat</p>

Agenda item 2 Status of GASP Implementation in the Pan American Region

Status of RASG-AP indicators

2.1 Through WP/03, the Secretariat presented the status of performance indicators of the safety (SPI) of the RASG-PA and demonstrated the operation of the dashboard where the status of the SPIs is updated periodically. The current state of the indicators is presented in **Appendix A** to this report.

2.2 In order to incorporate the values of the KPIs to the annual report of the RASG-PA for the Air Navigation Commission (ANC) and the ICAO Council, the meeting agreed to approve the following Conclusion:

Decision: APPROVAL RASG-PA INDICATORS RASG-PA12/C2/2022	
<p>That:</p> <p>The Plenary Meeting approves the values of the safety (SPI) of the RASG-PA, as listed in the Appendix A of the present report.</p>	<p>Expected Impact:</p> <p><input type="checkbox"/> Political/Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economical</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operacional/Technical</p>
<p>Why: To include the values of the SPI indicators in the annual report of the RASG-PA and to submit to the Navigation Commission Air (ANC) and the ICAO Council.</p>	
<p>When: Immediately</p>	<p>Status: Valid</p>
<p>Who: <input checked="" type="checkbox"/> ICAO SAM (Secretariat)</p>	<p>Responsible: Secretariat</p>

2.3 In addition, the Secretariat commented that in view of the recent publication of the Edition 2023 – 2025 of the ICAO Global Safety Plan (GASP), it is necessary that the RASG-PA Monitoring and Reporting Team (SMRT) review and propose to the ESC an updated list of KPIs that is in line with the changes introduced by the new edition of the GASP. In that sense, the members of the RASG-PA decided to adopt the following Decision:

Decision: UPDATING LIST OF RASG-PA INDICATORS RASG-PA12/D1/2022	
<p>That:</p> <p>The SMRT reviews the list of indicators of the GASP Edition 2023-2025, and presents a proposal to update the Operational Safety Indicators of RASG-PA, in such a way that they are compatible with GASP SPIs.</p>	<p>Expected Impact:</p> <p><input type="checkbox"/> Political/Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economical</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operacional/Technical</p>
<p>Why: To harmonize the list of indicators of RASG-PA with the changes introduced by the GASP 2023 – 2025.</p>	
<p>When: ESC/38 Meeting</p>	<p>Status: Valid</p>
<p>Who: <input checked="" type="checkbox"/> SMRT</p>	<p>Responsible: SMRT</p>

National Aviation Safety Plan – USA

2.4 Through NI/03 United States National Safety Plan (NASP) that integrates information of interest to aviation stakeholders and the public on the strategic goals, aviation safety management programs and activities; and describes the relationships between important U.S. plans and initiatives related to the civil aviation. The document can be accessed through the following link: www.faa.gov/usnasp

Agenda item 3 Identification of implementation gaps and possible solutions.

3.1 Under WP/04, the Secretariat presented an analysis of the main gaps in implementation of the Global Operational Safety Plan in the Pan American region, based on the information contained in the dashboard of the RASG-PA indicators.

3.2 The RASG-AP safety indicators with the least progress are:

- (a) Number of accidents;
- (b) Percentage of States with a lower safety monitoring index to 1;
- (c) Number of IOSA operators;
- (d) Regional Average of Effective Implementation (EI) in the area of Services to the Air Navigation (ANS).

3.3 The Secretariat explained that the measurement of accidents should be carried out with a number of outputs, instead of using absolute numbers. On the safety monitoring index, it was indicated that this indicator has been removed from the new edition of the GASP and therefore will not be used by the RASG-PA. The Regional Average of EI in the area of ANS the Secretariat indicated that the variation was due to the adjustment in the number of Protocol Questions (PQ) and not a Change in the deployment level.

3.4 Finally, the difficulty of measuring progress in the use of programmes and industry was reported. At the moment, there is no agreement on the best way to measure it. In the past, absolute numbers were, but this option has some limitations.

3.5 The Meeting therefore agreed to request representatives of industry and International organizations with an ICAO-recognized assessment program, which established an ad hoc group by mutual agreement to define one or more appropriate indicators. For that, the following Decision was adopted:

Decision: INDICATOR TO MEASURE THE USE OF THE INDUSTRY	
RASG-PA12/C3/2022	
<p>That:</p> <p>An Ad Hoc Group to be established with the representatives of those organizations that have a program recognized by ICAO (ACILAC, CANSO, Flight Safety Foundation-FSF, and IATA) for proposing an appropriate indicator, or list of indicators, to measure regional implementation progress of GASP Goal 5 on the use of industry programs to be presented at the ESC/38 Meeting</p>	<p>Expected Impact:</p> <p><input type="checkbox"/> Political/Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economical</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operacional/Technical</p>
<p>Why: To objectively measure the level of regional implementation of the GASP in relation to the use of industry programmes and to promote the use of such programmes by Service Providers.</p>	
<p>When: The proposed indicator(s) shall to be presented at ESC/38 Meeting</p>	<p>Status: Valid</p>
<p>Who: <input checked="" type="checkbox"/> Members of the Industry and International Organizations.</p>	<p>Responsible: Ad hoc Group (ACI LAC, CANSO, FSF, IATA)</p>

Agenda item 4 Status of Operational Safety Improvement Projects and Initiatives (SEI) of the RASG-PA

Status of RASG-PA projects and initiatives

4.1 Through WP/05, the Secretariat presented in detail the RASGPA projects and initiatives that were completed during the last twelve months, as well as those that were launched in the last 12 months and still in development:

(a) Completed projects

- i. Runway Safety (RS) - RASG-PA Safety Circular (RSA007)
- i. Controlled Flight into Terrain (CFIT) - RASGPA Safety Circular (RSA008)
- iii. Loss of control in flight (LOC-I) – RASG-PA Safety Circular (RSA009)
- iv. Mid-air Collision (MAC) – "Formalization of Terms of Reference and methodology of collaboration between the GTE and the PA-RAST"
- v. PA-RAST Strategy for Collaborative Safety Teams
- vi. Amendment of Annex 6 Part I, to reduce the threshold of minimum weight of aircraft, whose operators need to implement a Flight Data Analysis Program (FDAP)
- vii. Implementation of Performance Based Navigation (PBN) procedures in a visual runway.

b) Projects initiated in the last 12 months and under development

- i. Collection of tools to mitigate the effects of turbulence (RASG-PA Turbulence Toolkit)
- ii. Analysis of the risks associated with the condition of the pavements of certain in Peru runways
- iii. Guidance for CST Implementation
- iv. Supporting the implementation of the SSP in the CAR Region
- v. Implementation of Performance Based Navigation (PBN) procedures in a visual runway (NACC)
- vi. Implementation of Runway Safety Equipment (RST) in CAR and SAM regions
- vii. Collection of information for the mitigation of events of the type "Controlled flight into Terrain" (CFIT)"
- viii. Language competence in Air Traffic Services

4.2 The Meeting recognized the work of the RASG-PA working groups, as well as the support of the Secretariat to ensure that deliverables are completed on time. In addition, the Members agreed once again that it is essential to improve the communication strategy to ensure that the Group's products reach stakeholders on time.

4.3 In this regard, the Meeting agreed on the following Conclusion to be communicated to the ICAO Air Navigation Commission (ANC):

Decision: RASG-PA12/C4/2022		LIST OF RASG-PA PROJECTS	
<p>That:</p> <p>The RASG-PA/12 session approves the list of completed projects and new projects to be reported to ICAO through ICAO Air Navigation Commission.</p>		<p>Expected Impact:</p> <p><input type="checkbox"/> Political/Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economical</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operacional/Technical</p>	
<p>Why: For the list of completed projects and new projects of the RASG-PA be included in the annual report submitted to ICAO.</p>			
<p>When: To be included in the annual report to the ANC - March 2023</p>		<p>Status: Valid</p>	
<p>Who: <input type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> PA-RAST Co-chairs</p> <p><input checked="" type="checkbox"/> ICAO SAM Office (Secretariat)</p> <p><input type="checkbox"/> ICAO NACC</p>		<p>Responsible: Secretariat</p>	

Proposal of a Workshop on 5G interference of the ICAO NACC/SAM regional offices.

4.4 Through WP/06 Boeing submitted a proposal for a Joint Workshop with the NACC and SAM Regional Offices on 5G interference (See Conclusion RASG-PA/C11/2022).

Agenda item 5 Specific measures and improvements requiring consideration by the ANC and the Council

5.1 By WP/06, the Secretariat presented the specific measures identified by the RASG-PA, which require the consideration and intervention of the ANC and the ICAO Council, to facilitate the implementation tasks of both the GASP and SARPs at the regional level, as described at continuation:

(a) SARPs amendment process based on recommendations arising from the RASG;

The RASG-PA submitted a proposal to amend Annex 6 Part I in 2017. After the Analysis of the same through the different instances its entry into force for the year was approved 2027. The RASG-PA considers that this process will take a total of 10 years, and that in the future could cause, the RASG to think twice before using this path to achieve changes in SARPs, and opt for other mechanisms, which could be faster and more effective, but which may not have the global reach of a SARP, limiting the scope of the Operational Safety Benefits.

(b) Strengthening the governance of the Civil Aviation Authorities.

The levels of effective implementation in the region follows an oscillating behavior, in where States strengthen their authorities to receive USOAP audits, and once they passed the audit, the developed capabilities begin to be gradually be lost due to the instability of the Civil Aviation Authorities (AAC), high staff turnover, lack of planning, changes in middle management, etc. Based on a study carried out among the ICAO NACC and SAM Regional Offices together with the Organization for Cooperation and Economic Development (OECD) on PCA governance, the RASG-PA considers that the inclusion of ICAO USOAP PQs on governance could better capture these gaps and thus generate an incentive for better governance of the AAC and improvement sustainable in the process of risk mitigation to operational safety. Information about the study can be found at the following link: https://www.oecd-ilibrary.org/governance/the-governance-of-civil-aviation-authorities-in-latin-american-countries_e8bdf362-en

(c) Development of iPACK on SSP implementation

The NACC and SAM Regional Offices have developed over many years various efforts to promote the implementation of an effective SSP in their States. Initially important advances were achieved, but even so the level of establishment of the SSP in the Pan American Region has reached only 33% and a year-on-year improvement between 2021 and 2022 of 1.24%. Despite all the work done and the will of the States, the pace of establishment of the SSP is worryingly low, and an active and more aggressive intervention is needed, which allows achievement of regional and global implementation goals.

5.2 The Meeting agreed on the importance of materializing the proposed changes to support implementation efforts at the regional level.

5.3 To this end, the meeting agreed on the following Conclusions to be communicated to the ANC by ICAO:

Decision: AMENDMENT TO THE SARPS PROPOSED BY RASG RASG-PA12/C5/2022	
<p>That:</p> <p>ICAO ensures that the proposed amendment to Annex 6 Part I prepared by the RASG-PA is published in 2024 and enters into force in 2027, and that no further delays arise. Additionally, ICAO to consider more agile mechanisms for the timely treatment of proposed amendments that may arise from the RASGs.</p>	<p>Expected Impact:</p> <p><input checked="" type="checkbox"/> Political/Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economical</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operacional/Technical</p>
<p>Why: To avoid further delays in the publication of approved amendments, and to prevent RASGs cease to consider the proposed amendments as a valid and efficient mechanism for the improvement of operational safety at a global level.</p>	
<p>When: To be included in the Annual Report of the RASG-PA to the ANC – March 2023</p>	<p>Status: Valid</p>
<p>Who: <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat)</p>	<p>Responsible: Secretariat</p>

Decision: STRENGTHENING OF THE GOVERNANCE OF THE ACC RASG-PA12/C6/2022	
<p>That:</p> <p>ICAO amend the guidance material in Doc 9734 Part A and, consequently incorporate LEG and ORG Protocol Questions to measure the levels of institutional strength of the Authorities of Civil Aviation.</p>	<p>Expected Impact:</p> <p><input checked="" type="checkbox"/> Political/Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economical</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operacional/Technical</p>
<p>Why: To mitigate the intensity and frequency of actual implementation oscillations produced for political and social instability in the region through the implementation of best practices of governance, and the strengthening of the institutionality of the CAA.</p>	
<p>When: To be included in the Annual Report of the RASG-PA to the ANC – March 2023</p>	<p>Status: Valid</p>
<p>Who: <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat)</p>	<p>Responsible: Secretariat</p>

Decision: DEVELOPMENT OF AN SSP IMPLEMENTATION iPACK RASG-PA12/C7/2022	
<p>That: ICAO:</p>	<p>Expected Impact:</p> <p><input type="checkbox"/> Political/Global</p>

<p>a) develop an iPACK to support the implementation of an SSP effective in the States, and that iPACK be executed by specialists who come from those States that already have an SSP implemented, and have obtained a satisfactory result during an valuation of the implementation of the SSP (SSPIA); and</p> <p>b) schedule at least 2 SSPIAs each year in each region, starting with of 2025, and provide States with a time of preparation of at least 2 years.</p>	<p><input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economical <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operacional/Technical</p>
<p>Why: To strengthen and promote the process of implementing the SSP in the States of the Region.</p>	
<p>When: To be included in the Annual Report of the RASG-PA to the ANC – March 2023</p>	<p>Status: Valid</p>
<p>Who: <input checked="" type="checkbox"/> ICAO SAM Office (Secretariat)</p>	<p>Responsible: Secretariat</p>

Agenda item 7 Other Business

7.1 IATA and the FAA, through IP/10 and IP/03 made presentations on related safety and prevention activities and programmes they promote.

Agenda item 8 Coordination aspects between RASG-PA and GREPECAS**Review by the Council of the reports of the RASG-PA and GREPECAS**

8.1 Through WP/08, ICAO reported on the revision of the Nineteenth Report Meeting of the Regional Planning and Implementation Group RAC/SAM (GREPECAS/19, 27-29 October 2021), and the revision of the Report of the Eleventh Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/11, October 28, 2021 and November 4, 2021).

Coordination activities between RASG-PA and GREPECAS

8.2 Through WP/10, the Secretariats of RASG-PA and GREPECAS presented a summary of the following activities that have been developed in a coordinated manner between both groups during this year:

- (a) Collaboration between the Scrutiny Working Group (SWG) and the Mid Air Collision Working Group (MAC) of the RASG-PA. (See Appendix B)
- (b) Project for the Implementation of Runway Safety Team (RST) CAR and SAM
- (c) Implementation of Performance-Based Navigation (PBN) procedures on a Visual runway – SAM
- (d) Implementation of Performance-Based Navigation (PBN) procedures on a Visual runway– NACC.
- (f) IATA/ICAO CFIT mitigation project
- (g) General considerations on possible interference caused by the 5G network
- (h) UAS/RPAS related activities
- (i) Competency assessment of AIS staff
- (j) Activities related to the prevention of turbulence-related accidents
- (k) Analysis of the 7th Edition of the GANP

Details of each activity are attached to WP/10 on the meeting site:

<https://www.icao.int/RASGPA/Pages/MeetingsDocumentation.aspx?m=2022-RASGPA12>

8.3 The Meeting recognized the efforts of both Groups, and highlighted their ability to lead the tasks in a coordinated manner, highlighting the importance of seeking efficiencies and minimizing duplication of efforts.

8.4 After the exchange of views and opinions on the activities listed in 6.2 it was agreed that the RASG-AP Secretariat should forward the described deliverables and best practices to the Safety Management Panel (SMP).

8.5 In addition, ICAO's NACC and SAM Offices described the "Safety Awareness Week" and agreed that both Offices would send letters to States to participate in this initiative. Details about the initiative can be found at: <https://www.icao.int/NACC/Pages/regional-group-ssdown.aspx>

8.6 During the exchanges, participants commented on the need to review the structure, method and content of joint meetings, to ensure the most efficient use of resources by States, representatives of industry and international organizations and ICAO Regional Offices.

Decision: RASG-PA12/C9/2022		APPROVAL GTE/MAC TERMS OF REFERENCE	
That: The plenary meeting of the RASG-PA adopts the Terms of Reference of the AWG/MAC as presented. (See Appendix B to this report)	Expected Impact: <input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economical <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operacional/Tecnical		
Why: To formalize the structure and working mechanism of the GTE/MAC collaborative group.			
When: To be included in the Annual Report of the RASG-PA to the ANC – March 2023	Status: Valid		
Who: <input checked="" type="checkbox"/> ICAO SAM (Secretariat)	Responsible: Secretariat		

Conclusion: RASG-PA12/C10/2022		DISSEMINATION OF PART I OF ICAO DOC 8126 – MANUAL AIS	
That: Considering the issuance of the Seventh Edition of Doc. 8126 –AIS Handbook, which includes new items related to the Safety monitoring, the Meeting invites: (a) States establish procedures for the evaluation of competencies for AIS staff, in accordance with Appendix A from Doc. 8126 - AIS Manual; and (b) The Secretariat prepares seminars and workshops to disseminate new requirements introduced in Part I of Doc. 8126 - Manual AIS.	Expected Impact: <input type="checkbox"/> Political/Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economical <input type="checkbox"/> Environmental <input type="checkbox"/> Operacional/Technical		
Why: To make all parties involved aware of the requirements introduced in Part I of Doc. 8126 - AIS Handbook and establish a Regulatory Framework for the Assessment of the Competence of AIS Personnel, of both the Authority and the Service Provider			
When: End of 2025	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalid / <input type="checkbox"/> Finalized		
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO	Responsible: Secretariat		

Conclusion: RASG-PA/C11/2022		NACC/SAM WORKSHOP ON INTERFERENCE MITIGATION IN THE OPERATION OF RADIOALTIMETERS DUE TO 5G TECHNOLOGY	
That: (a) Given the importance of continuing with the relevant activities to the	Expected Impact: <input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economical		

<p>implementation of mitigation measures, by the implementation of 5G technology at airports international, using the nearby frequency bands to those in which radio altimeters operate, the Offices NACC and SAM shall:</p> <ul style="list-style-type: none"> i. Coordinate with the company BOEING the realization of workshop for the States of the CAR and SAM Regions, with the objective of lessons learned and knowledge helps promote mitigation; and ii. Continue to support States in these activities. <p>(b) CAR and SAM States to report to the NACC Offices, and ICAO SAM on monitoring systems implemented in each of its States.</p>	<input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operacional/Technical
Why: To mitigate operational risks related to the operation of radio altimeters due to introduction of 5G technology.	
When: February 2023	Status: Valid
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> ICAO SAM	Responsible: ICAO NACC

Conclusion: COORDINATED ACTIVITIES BETWEEN RASG-PA AND GREPECAS RASG-PA/C12/2022	
What: The Plenary Meetings of the RASG-PA and GREPECAS approve the list of current joint activities, as well as those activities potential joint ventures that could be realized in the future. (See the list complete in Appendix X)	Expected Impact: <input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economical <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operacional/Technical
Why: To report to ICAO as part of the annual report of the Regional Groups.	
When: Immediately	Status: Valid
Who: <input checked="" type="checkbox"/> ICAO SAM	Responsible: Secretariat

Conclusion: SURVEY ON THE ANNUAL RASG-PA/GREPECAS MEETING RASG-PA/C13/2022	
That: The Secretariat of the RASG-PA and GREPECAS will prepare and circulate a survey among its	Expected Impact: <input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economical

members, to determine the structure, more effective methodology and content, for future meetings of both groups.	<input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operacional/Technical
Why: To improve the efficiency of regional groups and to maximize the results of their meetings.	
When: March 2023	Status: Valid
Who: <input checked="" type="checkbox"/> ICAO SAM <input checked="" type="checkbox"/> ICAO NACC	Responsible: Secretariat RASG-PA/Secretariat GREPECAS

Conclusion: MANAGEMENT OF SAFETY KPIS IN THE FRAMEWORK OF JOINT WORK GREPECAS / RASG –PA RASG-PA/C14/2022	
That: The Secretariat, in conjunction with States and Industry, plan and develop activities for the Management of the KPIS of the key area of Operational Safety stipulated in the seventh edition of the GANP, in the joint framework GREPECAS / RASG –PA.	Expected Impact: <input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economical <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operacional/Technical
Why: In order to strengthen the integrated approach of the global GANP and GASP plans, and considering the transversal aspect of the management of Vol. III of the Regional Navigation Plan (RANP) and the Programs of State Security (SSP).	
When: First semester 2024	Status: Valid
Who: <input checked="" type="checkbox"/> ICAO SAM <input checked="" type="checkbox"/> ICAO NACC	Responsible: Secretariat RASG-PA/Secretariat GREPECAS

Conclusion: AD HOC GASP-GANP GROUP RASG-PA/C15/2022	
That: Considering the inclusion of 3 Key Performance Indicators (KPIs) for the Safety Key Performance Area (KPA) in the Seventh Edition of the Global Air Navigation Plan (GANP); and Considering the Formulation of Vol. III of the Regional Plan of Navigation (RANP) and State Security Programs (SSP): The Secretariat with the States proceed to establish an Ad-Hoc Group, with focal points for Air Navigation and Operational Safety, for analyze the transversality of these 3 KPIs in the RANP and SSP and establish coordinated work programmes to evaluate the implementation of the 3 KPIs	Expected Impact: <input type="checkbox"/> Political/Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economical <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operacional/Technical
Why: The coordinated work between the Regional Air Navigation Groups (GREPECAS) and operational Safety (RASG-PA) when analyzing the implementation of the 3 KPIs of the	

Operational Safety is imperative to establish cross-cutting tasks, so as not to duplicate effort and Optimize resources.	
When: Report progress in RASG-PA/13	Status: Valid
Who: <input checked="" type="checkbox"/> ICAO SAM <input checked="" type="checkbox"/> ICAO NACC	Responsible: Secretariat RASG-PA/Secretariat GREPECAS

RASG-PA/12

APPENDIX A

Status of the Operational Safety indicators RASG-PA

Goal	Target	SPIs	2021	2022	Diff	
Goal 1: Achieve a continuous reduction of operational safety risks	1.1	Maintain a decreasing trend of global accident rate	Number of accidents	15	21	+6
			Number of fatal accidents	0	0	0
			Number of fatalities	0	0	0
			Accident rate per 1 million departures	2.18	1.89	-0.29
			5 year average accident rate	3.1	2.88	-0.22
			% of accidents related to HRCs	0	0	0
Goal 2: Strengthen States' safety oversight capabilities	2.1	All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: by 2022 – 75 per cent by 2026 – 85 per cent by 2030 – 95 per cent	Average EI	73.42	74.25	+0.83
			Number of States above 75% EI	23	23	0
			Percentage of States above 75% EI	68	68	0
	2.2	By 2022, all States to reach a safety oversight index greater than 1, in all categories	Percentage of States with all SOI categories above 1	81.8	80	-1.8
	Goal 3: Implement effective State safety programmes (SSPs)	3.1	By 2022, all States to implement the foundation of an SSP	SSP foundation implementation regional average	69.8	77.07
Number of States with 100% SSP foundation				0	0	0
Number of States with ≥90% SSP foundation				7	10	+3
Percentage of States with ≥90% SSP foundation				20.6	32.14	+11.54
3.2		By 2025, all States to implement an effective SSP, as appropriate to their aviation system complexity	SSP Establishment regional average	31.8	33.04	+1.24
Goal 4: Increase collaboration at the regional level	4.1	By 2020, States that do not expect to meet GASP Goals 2 and 3, to use a regional safety oversight mechanism, another State or other safety oversight organization's ICAO recognized functions in seeking assistance to strengthen their safety oversight capabilities			N/A	
	4.2	By 2022, all States to contribute information on safety risks, including SSP safety performance indicators (SPIs), to their respective regional aviation safety group (RASGs)	National Safety Plan Implementation Average	42.3	55.03	+12.73
	4.3	By 2022, all States with effective safety oversight capabilities and an effective SSP, to actively lead RASGs' safety risk management activities				N/A
Goal 5: Expand the use of industry programmes	5.1	By 2020, all service providers to use globally harmonized SPIs as part of their safety management system (SMS)			N/A	
	5.2	By 2022, increase the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes	Number of IOSA operators	81	76	-5
Goal 6: Ensure the appropriate infrastructure is available to support safe operations	6.1	By 2022, all States to implement the air navigation and airport core infrastructure	AGA Average Regional EI	65.3	66.53	+1.23
			ANS Average Regional EI	69.51	69.38	-0.13
			Number of certified aerodromes	111	122	+11
			Percentage of certified aerodromes	49.5	54.4	+4.84
			Number of ADRM with RST	107	108	+1
Percentage of ARDM with RST	47.05	47.37	+0.28			

**RASG-PA/12 –
Appendix B**

CAR/SAM Planning and Implementation Regional Group (GREPECAS) and Regional Aviation Safety Group – Pan America (RASG-PA) Collaboration

Terms of Reference (ToR)

The terms of reference of CAR/SAM Planning and Implementation Regional Group (GREPECAS) and Regional Aviation Safety Group – Pan America (RASG-PA) Collaboration Group is aimed at strengthening the coordination of reported occurrences for the purpose of safety risk mitigation in the North American, Central American and Caribbean (NACC) and South American (SAM) region by GREPECAS Scrutiny Group (GTE) and Regional Aviation Safety Team – Pan America (RASG-PA). To this end, the GTE/RAST-PA Joint coordination group will:

1. For the purpose of fostering cooperation, information exchange, sharing of experiences and best practices among States and stakeholders
2. For the purpose of trend analysis, reported occurrences (Large Height Deviation (LHD's), Traffic Collision Avoidance System – Resolution Advisories (TCAS-RA's) within FL245 and above will be review and monitored
3. For the purpose of safety management activities, reviewed and monitored occurrences in the region, will be as directed by the RAST-PA and GTE
4. Identify safety opportunities for improvements and perform a strategic review
5. Review analyzed occurrences in order to proactively monitor trends
6. Work in close co-operation with CARSAMMA, NAARMO, and Industry organizations to compile information necessary for safety analysis in the region
7. Identify and work with aggregate, de-identified information such as the IATA Global Aviation Data Management (GADM) program and FAA Aviation Safety Information Analysis and Sharing (ASIAS) system programs
8. Address other related issues as directed by the RAST-PA and GTE
9. Evaluate the effect of, and provide advice and recommendations to the RAST-PA and GTE
10. Report once per year, outcomes of the joint collaborative work to the RASG-PA and GREPECAS

Composition

The Joint collaboration group is composed of nominated experts from the RAST-PA and GTE, which will include industry and states.

ICAO NACC and SAM office regional officers on ANS matters will be permanent representatives of the group.

The coordinator of the group will be reviewed and confirmed by group participants every two years.

Each group participant shall sign and be subject to the confidentiality agreement found in Appendix A

Working Methods and frequency of meetings

Two in-person meetings conducted in conjunction with a RAST – PA and GTE meetings once per year.

Meeting will be conducted virtually and in-person to the extent possible.

Appendix A: Confidentiality Agreement

This is not a public meeting, it is by invitation only. Due to the sensitivity of the information presented, by signing below you agree to the following Rules of the Road.

We will hold each participant accountable for the following:

- 1) The Participant will consider all information to be proprietary property of the presenting organization, since the information being disclosed is highly sensitive.
- 2) The Participant shall not use any information presented by another participating organization for commercial, competitive, punitive, or litigation purposes.
- 3) The Participant shall not share or disclose the proprietary information of participants with external parties without the written consent of the owner.
- 4) The Participant shall not record (audio or video) or take photographs of presentations, discussions or expositions.
- 5) The Participant shall not discuss or share information from this meeting using social media
- 6) The Participant agrees to work to implement solutions to safety issues identified during this meeting with the help of the information presented.
- 7) The Participant shall treat all participants with equality, respecting all viewpoints as worthy of consideration.
- 8) The Participant agrees that the level and method of information sharing rests with the participants and it is expected that each participant will speak with honesty and candor
- 9) Anyone not following the Rules of the Road may be asked to leave and may not be allowed to attend any future meetings.

Name of Participant: _____

Signature: _____

Employer or Organization: _____

Title: _____

Address: _____

Phone: _____

Email: _____